

COTTAM & CO.
NEW SHIPMENT.
FELT HATS,
STRAW HATS,
CLOTH CAPS,
SCARVES & TIES,
&c., &c., &c.

The Hongkong Telegraph.

"OPAL"
IN DER TONNE;
"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

NEW SERIES NO. 480 日一廿九月二十二精光

TUESDAY, OCTOBER 27, 1896.

二年禮 號七十二月十英港香

THIRTY DOLLARS
PER ANNUM.

BANKS.
THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP.....\$100,000
RESERVE LIABILITY OF SHARE-HOLDERS.....\$100,000
RESERVE FUND.....\$15,000
INTEREST ALLOWED on CURRENT ACCOUNT at the RATE of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " 6 " 3 " 21 "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 19th October, 1896. [53]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital.....\$1,000,000
Subscribed Capital.....\$500,000

HEAD OFFICE—HONGKONG.

Court of Directors—
D. Gillies, Esq. Chow Tung Shang, Esq.
H. Stolterfoht, Esq. Kwan Ho Chuen, Esq.
Chan Kit Shan, Esq. Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1896. [57]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$6,000,000
RESERVE LIABILITY OF DIRECTORS.....\$10,000,000

COURT OF DIRECTORS:

A. McConachie, Esq.—Chairman.
St. C. Michælson, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving. R. L. Richardson, Esq.
G. P. Dodwell, Esq. A. L. Ross, Esq.
M. D. Echel, Esq. D. R. Sisson, Esq.
J. Kramer, Esq. R. Shewell, Esq.
N. A. Siebe, Esq.

CHIEF MANAGER—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. Wade Gardner, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent per Annum.
For 6 months, 3 per Cent per Annum.
For 12 months, 4 per Cent per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 8th October, 1896. [51]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1896. [52]

CARBOLINEUM AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.
Hongkong, 15th May, 1896. [53]

NOTICE.

WE have THIS DAY established ourselves in this Port as GENERAL IMPORT and EXPORT MERCHANTS.

COLLINS BROS.

No. 39, Queen's Road Central.

Hongkong, 10th October, 1896. [54]

JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES

FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

47 NO PROFESSIONAL ENGINEER REQUIRED.

THE CLUB HOTEL,
5, BUND, YOKOHAMA.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of staying either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Letters are in attendance at both Hotels.

THE CLUB-HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,

YOKOHAMA.

L. DEWETTE, Manager,

TOKYO.

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

Intimation.

W. BOFFEY & CO.,

TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season,
Consisting of:-
FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and
OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.
FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st October, 1896.

[1625]

CATHAY CHAPTER,
No. 1165.

A REGULAR CONVOCATION of the above CHAPTER will be held in the Freemasons' Hall, Zetland Street, TOMORROW, the 28th instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 27th October 1896. [1664]

VICTORIA CONCERT HALL

(LATE HALL OF MYSTERIES),

Doddell Street, Queen's Road.

SATURDAY, OCTOBER 31ST.

Under the Patronage of Colonel NORCOTT and OFFICERS of the RIFLE BRIGADE.

THE FIRST OF A SERIES OF POPULAR CONCERTS when a POPULAR Programme will be presented by POPULAR Favoured of the R. B. assisted by POPULAR Amateurs in POPULAR Songs

POPULAR Dances and POPULAR Sketches at the new POPULAR Hall in Doddell Street at POPULAR Prices to split the POPS! POPULACE. POPS!

Popular Press:-
Stalls \$1.00
Back Seats 0.50
Gallery 0.30
Doors Open at 8.30 P.M.
Commence at 9 P.M. Sharp.

STALL TICKETS can be obtained at Messrs. W. ROBINSON & Co.'s Music Warehouse, Queen's Road Central.
For full Particulars and Programmes see Daily Papers and Expresses.

N.B.—This is a series of POPULAR WINTER CONCERTS under the Management of Mr. C. T. ROBINSON.
Hongkong, 27th October, 1896. [1655]

OXIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 27th October, 1896. [2]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Taylor, will be despatched for the above Port on THURSDAY, the 29th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to SHKWAN, TOMES & Co., General Managers.
Hongkong, 27th October, 1896. [1658]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Hall, will be despatched for the above Port on FRIDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, 27th October, 1896. [1659]

FOR NEW YORK, VIA SUEZ CANAL.

The "Milburn" Line Steamer

"PORT PHILLIP,"

on or about the 9th November, and

"MOGUL" Line Steamer "MOGUL," on or about the 24th November.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 27th October, 1896. [1660]

"OMI MARU,"

Captain C. Young, will be despatched for the above Ports on WEDNESDAY, the 18th Nov. At Noon.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

A duly qualified Doctor is carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.
Hongkong, 27th October, 1896. [1661]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CAINE,"

Convent, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Material can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 27th October, 1896. [1662]

Intimation.

W. BOFFEY & CO.,

TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season,
Consisting of:-
FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and
OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st October, 1896.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Diner and After Diner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claretts, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

FOR SHANGHAI.

"NANYANG,"

Captain Th. Lehmann, will be despatched for the above Port on THURSDAY, the 29th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co., Agents.
Hongkong, 27th October, 1896. [1656]

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched as above on MONDAY, the 6th November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th October, 1896. [1662]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Inner, will be despatched on WEDNESDAY, the 11th November, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine, A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th October, 1896. [1663]

DAKIN, CRUICKSHANK & COMPANY, LIMITED,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

GINGER ALE.

Lemonade.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co. WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEETINGS and other Large Consumers.

Any complaint should be addressed to the Manager.

Hongkong, 27th October, 1896. [1659]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Material can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 27th October, 1896. [1662]

open a business here in these Bonds, and, as a beginning, issue a prospectus giving full particulars of all the different issues, amount of issue, number of bonds, face value, rate of interest, and periods of redemption.

There seems to be a perfect epidemic of boating disasters in the British Fleet within the last month or two, in each case accompanied by a deplorable loss of life. How is this? Have all British seamen lost their former skill in boat work, or is it only in the Navy that the almost entire absence of practical experience in boat work has rendered the bluejacket and his officers less competent to manage a boat in a heavy sea and on a dangerous coast than they were before steam launches were invented and came into use for all the everyday work of a ship or of a squadron? In all the accidents that have recently happened there has appeared to be, on the part of the responsible officers, a want of that knowledge formerly instinctive in a seaman as to what a boat under oars or sail can do and cannot do in a heavy sea as well as a want of experience in the handling of the boat. We are afraid steam launches and steam pinnaces are too much used, even when time is no object. Of course they save officers and men much labour, but the saving results in the loss of very much more valuable knowledge and experience. When all the work of a ship had to be done in rowing or sailing boats in all weathers, the handling of boats became a matter of every day experience—became an instinct. Officers and men knew, without thinking, what a boat could or could not do, and how best to get it done. Now work in boats is a part of the drill, like the work with the guns, and the knowledge of it is only skin deep in most of our crews. It ought to be the rule that no portion of a ship's work with her boats should be done with steam unless time is of importance. All the daily work between the ship and the shore, between ship and land, should be carried out under sail or with oars whenever possible.

THE HONGKONG MOSQUE is now in full swing and seems to be greatly appreciated by the followers of the great Prophet. The scene at sunset when the priest appears on the roof and calls the "Faithful" to prayer is well worth noting, while the collection of alms displayed at the door during prayer time would make an interesting study for our anthropologists—if we have any!

TELEGRAMS.

decided to release all the foreign steamers chartered for the line, as they arrive at Yokohama. The *Izumi*, *Hiroshima* and *Mitsue* are to be the regular steamers.

COMMERCIAL PROPOSALS.

TOKIO, October 16th.

At the meeting of the Higher Agricultural, Industrial and Commercial Council, which is to be opened on the 19th inst., the following proposals are to be considered:—(1) the dispatch of a commission to investigate the advisability of starting a service of steamers in the river Chang (Chungkiang), China; (2), increased financial facilities in connection with foreign trade; (3), matters relating to correspondence abroad; (4) the extension of marine insurance in connection with foreign trade; (5), the control and protection of labour and operatives in factories; (6), the extension of the market for goods exported.

FOREIGN MINISTERS AND THE MILITARY MANCEUVRES.

TOKIO, October 17th.

The Military attaché of the British, German, French and Russian Legations have obtained permission to inspect the Autumn Manoeuvres of the Imperial Guards, now being held in Saitama prefecture.

THE BRITISH COMMERCIAL MISSION.

SHANGHAI, October 24th.

The Commercial Mission consisting of Messrs. H. Neville and H. Bell, sent out by the Blackburn and other Chambers of Commerce of Lancashire, with Mr. Consul Bourne as adviser, will leave Shanghai on Tuesday evening to continue their investigations at Chinkiang. Two or three days will be spent there, after which Hankow, Ichang, Chungking, and Chengtu, the capital of the province of Szechuan, will be visited in turn. The party will then travel to Yunnanfu, down to the highest navigable port in the West River, Po-tang, and thence down the river to Wu-chou, visiting Canton and Hongkong subsequently. It is expected that the travellers will arrive in Hongkong towards the end of April or beginning of May.—*N. C. Daily News*.

INDIAN Constable No. 586 was complimented by the Magistrate this morning on his promptitude. Last night he rescued an "unfortunate" from drowning near the Harbour Master's office. The woman had jumped into the water in order to end her existence and when the constable unhooked his tubular and threw it to her she willingly grasped it and was brought safely ashore. She was reprimanded by the Magistrate and discharged.

THE building operations on the new Reclamation are proceeding at a great rate, the temporary office

THE HONGKONG TELEGRAPH, TUESDAY, OCTOBER 27, 1896.

The organ at St. John's Cathedral is, we hear, undergoing extensive repairs, and several seat-holders have had to be requested to kindly forego the use of their seats, to allow sufficient space for the work being carried on. On Sunday sufficient of the organ was left intact to allow of the usual choral service being conducted.

APART from men-of-war and transports, 38 steamships and 21 sailing vessels arrived at Singapore during last month, aggregating a total of 332,928 tons. Those under the British flag head the list with 24 vessels; 1 Dutch, 30 German, 10 French, 9 Spanish, 6 Austrian, 3 Italian, 3 Russian, 3 Norwegian, 2 Swedish, 2 Japanese, 3; and 4 flying the Sarawak flag.—*Straits Times*.

SPORTING NOTES.

SHANGHAI, October 23rd. Well, now that the races upon the water course are all over, the next to interest us all will be those to be held upon the grass course under the auspices of the Shanghai Race Club. Let us hope that the weather will be as auspicious for the latter as it was for the former.

There are such excellent and full accounts of the Regatta in all our "dailies" that it would be waste of time for me to add anything here, suffice it to say that the course was very well selected and very well kept, the weather was very fine, the accommodation for spectators most complete, and on the flagship *Chuen Tsoo*, which was most tastefully decorated for the occasion, nothing could exceed the courtesy and hospitality extended to all comers, by the general commander and his officers and engineers.

The win of the first race, i.e., the International Challenge Eight-oar, by the Scotchmen was hailed with intense enthusiasm. It was a close race throughout and there was hardly a gleam of daylight between the boats at the finish. It will be remembered that at the last autumn regatta the Captain of the Club deplored with genuine pathos the fact that it was the first regatta for I don't know how many years at which "Scotland had not been represented and no doubt his stirring appeal then to the *spirit* of his countrymen had much to do with the formation of the Scotch crew for this autumn and the grand way they fought for and obtained their victory, thus reviving their laurels.

The Dent Challenge Cup bid fair to be a dead heat, but just as the boats were approaching the pontoon the Makai boat capsized owing to a sudden mar'evore on the part of the cox. and of the oars take the air, spread wide of the water.

The racing was decidedly good throughout and the game way in which "the little green line" recurred second honours to the International fours was a decided surprise and boded with wild enthusiasm. I told your readers they were going strong on the 10th street, and "be jahers I was right intely, ver honour."

The coxing of A. L. Andersen was, it should be added, faultless throughout. It's a lucky crew that secures his services.

Now for the ponies. My opinion has not changed as to the prospects of the Meldens. The first two I think will be Diamond and Works with a good deal of while and spot between them. Others for 3rd place—*1st* Orange River (Mr. Read up); *2nd* Promotion, Highlander, etc; Hoang Ho, and Slander. As San is a "dark horse" to me. Hell be ridden by Mr. F. Dallas in all probability and may be a flyer, but he'll have to break the autumn records if he is to show his heels to either Diamond or Works. Mr. John Peck's black 'levee' cost a lot of money and did a good gallop early in the trials. I have not seen his work lately, but no doubt Mr. Master will make him do a good split if he elects to ride him in the Meldens; but somehow I don't think this pony is up to his money. Lanark was coming on again, but I never to hear he is now "off."

As regards the Leers, I have had news to communicate to the breeders and all good sports and friends of the deservedly popular owners, for Standard is scratched from this, and all engagements.

This news I know will be a genuine and general disappointment for "Standard" is a name which has been on every racing man's lips for many months past. By the way, one of the owners had his own "standard" hoisted on the Race Club Flag Staff three days ago with the Blue Peter flying underneath, and the same left his old bachelor anchorage and started on a cruise through life in double harness. Good luck to the happy couple! There was a pathos in this silent adieu to the old Port Bachelor.

As regards the Leger the gup of the turf here is thuswise:—Exit Standard enter Shlney William as first favourite for this great contest, followed by Splash, Mr. F. Dallas's mount, which will be Chtelo or Holstomer, and Mr. Ring's Diamond.

I append a few of the latest gallops:—

Academy, 1 mile, 2:14; strong finish.

Promotion, 1 mile, 2:17; bad finish.

Pal, 14 miles, 3:42; fast 33 sec.

Competitor, 1 mile, 2:17; going easy.

Menzel, 14 miles, 3:37; going very easy.

The Broker, 14 miles, 3:32; bad finish.

Ariel, 1 mile, 2:15; strong finish.

Shlney William, 1 mile, 2:17; in a canter.

Viquer, 14 miles, 2:38; strong finish.

Coalition, 1 mile, 2:17; strong finish.

Inspiration, 1 mile, 2:17; fair finish.

On the grass course the following times have been done:—

Academy, 14 miles, 2:52; strong finish.

Promotion, 1 mile, 2:20; bad finish.

Works, 1 mile, 2:15; finished all out.

Shlney William, 14 miles, 4:08; in a canter.

Splash, 14 miles, 4:06; fast finish.

Blackberry, 2 miles, 5:04; easy.

Cromplice, 14 miles, 3:38; strong finish.

Chelo, 1 mile, 2:15; easy.

THE SHANGHAI ST. LIGER.

The following (issued under date 23rd instant) is the result of the Drawing of the Big Sweep at the Masonic Club:—

No. 30... 1 Scandal 53... 27 Rosslyn

134... 2 Gossip 480... 28 Cleve

347... 3 Gipsy 434... 29 Kenneth

321... 4 Sunshine 360... 30 Wachet

190... 5 Big D. 90... 31 Realisation

151... 6 Highland 336... 32 Velasquez

211... 7 Diffrmental 5... 33 Vision

38... 8 Revenge 152... 34 Merimac

96... 9 Lukat 401... 35 Cuyasacha

141... 10 Destroyer 75... 36 Dr. Jim

268... 11 Promolus 342... 37 Coalition

73... 12 Ascendant 142... 38 Inspiration

174... 13 Shlney William 217... 39 Rosebery

56... 14 Standard 451... 40 Standard

121... 15 Sinbad 101... 41 Wir Blast

292... 16 Gecko 263... 42 Rovasche

100... 17 Surigiton 337... 43 Protektor

122... 18 Diamond 172... 45 Melville

88... 19 Sleipnir 153... 47 Samsear

201... 20 Comptid 472... 48 The Broker

33... 21 Irrawaddy 81... 49 Blaueas

8... 22 Missouri 102... 50 Debole Event

21... 23 Comet 117... 51 Holtoner

254... 24 Surpise 103... 52 Works

274... 25 Playmate 103... 53 Splash

25... 26 Blinkbony 107... 54 Prince

DAWN.

THE GREAT WESTERN RAILWAY OF CHINA.

SHANGHAI, October 24th. Once again an Imperial Edict has been issued authorising the construction of a railway from Peking to Hankow, and from Hankow to Canton. It is now some years since the former half of this scheme received the Imperial authorisation, and the Viceroy Chang was sent to Wuchang to carry out it. He was determined to begin at the beginning, so he set to work to open coal and iron mines and establish iron and steel works, determined that a Chinese railway should be built with Chinese materials. His works once built and in going order, he found they were more or less of a white elephant, and he has at last succeeded in handing them over to Sheng Taotai, and it is this Sheng Fa-chin-hua, Customs Taotai at Chefoo ten years ago, subsequently Customs Taotai at Tientsin, Director of the Chinese Telegraph Administration, and Controller of the China Merchants' Steam Navigation Company, whose rapid rise at Peking rank the Governor of a Province, with the right to directly memorialise the Emperor, we have lately chronicled. He was at one time one of Li's most favoured and staunchest adherents, as he was most distrusted by foreigners who had any acquaintance with him, and this is the man whom the Emperor has confided the construction of the Great Western Railway of China. His is the rising sun in China, for that of Li is supposed to be setting, the latter's former adherents thinking it good policy not to commit themselves too far to the cause of one whose age makes the value of his protection a very uncertain quantity. It is with Americans as well as Chinese, we find, that the new railway is to be built, Sheng Taotai having made this arrangement some months ago with the Wharton Barker syndicate, represented by Mr. B. B. American engineers have doubtless had more experience than their European colleagues of such railways as the one Sheng proposes to build, and there is plenty of money in the United States ready for an investment of this kind. There are other reasons why the Chinese should prefer to put the contract in the hands of an American syndicate. The great European Powers have, we know, each had syndicates at Peking anxious to get railway concessions, and each of them would rather see the price go to the United States than to some other European Power. Each of them, in fact, has voted for himself first and the United States second; and the United States with its own vote for first, and a unanimous vote for second, has carried the contest. The Chinese Government, again, is not certain that it gave the concession to a European Power, it might not find that Power making inconvenient claims to the land on which the line is to be built, and it believes that it runs some risk by giving the concession to an American syndicate. But it should be added that while it is understood that the American syndicate is bound to Sheng, it is not equally certain that Sheng is bound to the syndicate. The latter, however, has probably protected itself.

The distance in a direct line from Peking to Hankow is about 650 miles, and from Hankow to Canton about 500, or about 1,150 miles in all.

There is now reason to hope that the trunk line connecting these three great cities is about to be actually begun; but it is still only a hope. It is certain that this is Sheng's plan, and that Sheng has resigned the Taotaship of Tientsin and been made Director of the new Railway Board as well as of the Han-yang Ironworks; but when Sheng will be able to carry out his plan, and what means he will employ to carry it out, no one knows for certain. China's most valued adviser, which does not mean that the ignorant fossils at Peking take his advice, thinks that it would be wiser for her to begin by building short remunerative lines, within her own resources, than to set to work on large schemes with borrowed money; but Peking has now thrown overboard the principles of a quarter of a century ago, when it was thought derogatory to the Emperor's dignity to borrow money from the foreigner; and the case with which the money to pay Japan has been raised is tempting the Government to listen favourably to the offers of accommodation which are thrust upon it from all sides.—*N. C. Daily News*.

NEWS BY THE AUSTRALIAN MAIL.

LONDON, September 30th.

It is reported that King Leopold of Belgium is annexing areas in the Upper Nile Valley with the object of opening up commerce in the Congo Free State and the Sudan.

It is stated that in the event of the threatened

international strike in the shipping trade taking place, the shipowners of France, Germany, Holland, Belgium, and Norway will each form a national association, and these will federate with the Shipping Federation of Great Britain for the protection of the interests of the shipowners.

Mr. Grant Duff also alludes to the differential freight charged to British ports as a害於 foreign ports, greatly to the advantage of the latter, it being cheaper to send merchandise to Hamburg, New York, and Odessa than to London, though the goods often go to Hamburg via London.

I am informed that these differential freights are also charged by British Steamship Companies, and that this has caused more injury to British trade than any foreign competition.

During the short time that I have been at this Legation I have had interviews with, and endeavoured to assist the best of my ability, the representatives of six world-renowned British manufacturers and shipbuilding yards. These gentlemen, though apparently well qualified for their work, were all foreigners.

According to the London *Daily Chronicle*, the French Foreign Office asserts that the Tsar

stated while at Balmoor that if Great Britain would take some action which would banish the suspicions of other Powers, Russia would join in taking measures with a view to bring about a settlement of the Armenian question.

ANGLIA, October 1st.

The South Australian revenue returns for the September quarter show that there is an increase of \$50,500.

The Anglican Synod, Sydney, proposes to establish a new bishopric at New Guinea.

George Fowler, a leading Adelaide merchant, has come on again, but I never to hear he is now "off."

As regards the Leers, I have had news to

communicate to the breeders and all good sports and friends of the deservedly popular owners, for Standard is scratched from this, and all

engagements.

This news I know will be a genuine and general

disappointment for "Standard" is a name which has been on every racing man's lips for many

months past. By the way, one of the owners

had his own "standard" hoisted on the Race

Club Flag Staff three days ago with the Blue

Peter Flying underneath, and the same left his

old bachelor anchorage and started on a cruise

through life in double harness. Good luck to

the happy couple! There was a pathos in this

silent adieu to the old Port Bachelor.

As regards the Leger the gup of the turf here is thuswise:—Exit Standard enter Shlney William as first favourite for this great

contest, followed by Splash, Mr. F. Dallas's mount, which will be Chtelo or Holstomer, and Mr. Ring's Diamond.

I append a few of the latest gallops:—

Academy, 1 mile, 2:14; hard ride.

Promotion, 1 mile, 2:17; bad finish.

Pal, 14 miles, 3:42; fast 33 sec.

Competitor, 1 mile, 2:17; going easy.

Menzel, 14 miles, 3:37; going very easy.

The Broker, 14 miles, 3:32; bad finish.

Ariel, 1 mile, 2:15; strong finish.

Shlney William, 1 mile, 2:17; in a canter.

Viquer, 14 miles, 2:38; strong finish.

Coalition, 1 mile, 2:17; strong finish.

Inspiration, 1 mile, 2:17; fair finish.

On the grass course the following times have been done:—

Academy, 14 miles, 2:52; strong finish.

Promotion, 1 mile, 2:20; bad finish.

Works, 1 mile, 2:15; finished all out.

Shlney William, 14 miles, 4:08; in a canter.

Splash, 14 miles, 4:06; fast finish.

Blackberry, 2 miles, 5:04; easy.

